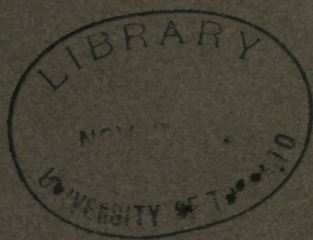


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CANADIAN NATIONAL RAILWAYS

SIXTH
ANNUAL REPORT



OF THE

CANADIAN NORTHERN
" " RAILWAY SYSTEM

FOR THE
YEAR ENDED 31st DECEMBER
1920

SIXTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF

The Canadian Northern Railway System

BOARD OF DIRECTORS

NOTE:—Attention is particularly directed to the fact that this report covers only the operations of the Canadian Northern Railway's Lines, forming a part of the Canadian National Railways.

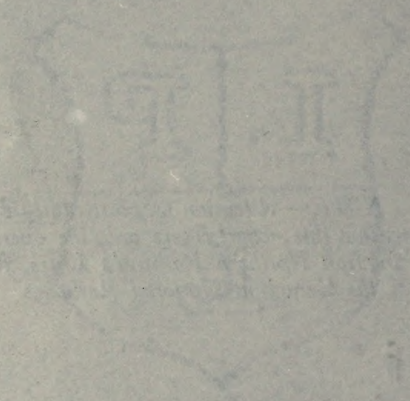
For the Year ended 31st December, 1920.

20TH ANNUAL REPORT

BOARD OF DIRECTORS

The Canadian Northern
Railway System

CANADIAN BOND



CANADIAN NORTHERN RAILWAY SYSTEM

BOARD OF DIRECTORS

MR. D. B. HANNA.....	Toronto, Ont.
MR. A. J. MITCHELL.....	" "
DR. A. P. BARNHILL.....	St. John, N.B.
MAJOR GRAHAM A. BELL.....	Ottawa, Ont.
COL. THOMAS CANTLEY.....	New Glasgow, N.S.
MR. ROBERT HOBSON.....	Hamilton, Ontario
SIR HORMISDAS LAPORTE.....	Montreal, Que.
MR. R. T. RILEY.....	Winnipeg, Man.
MR. E. R. WOOD.....	Toronto, Ont.

CANADIAN NORTHERN RAILWAY System

BOARD OF DIRECTORS

Mr. D. B. HAZEN	Toronto, Ont.
Mr. A. J. MITCHELL	"
Dr. A. F. BARNARD	St. John, N.B.
Major GRAYSON A. BELL	Ottawa, Ont.
Col. THOMAS CANTLEY	New Glasgow, N.S.
Mr. ROBERT HOBSON	Hamilton, Ontario
Sir HORNBURG LAROCHE	Montreal, Que.
Mr. R. T. RILEY	Winnipeg, Man.
Mr. E. R. WOOD	Toronto, Ont.

CANADIAN NORTHERN RAILWAY SYSTEM

GENERAL OFFICERS

MR. D. B. HANNA.....	<i>President</i>
MR. A. J. MITCHELL.....	<i>Vice-President</i>
MR. C. A. HAYES....	<i>Vice-Pres., in charge of Traffic</i>
MR. M. H. MACLEOD, Vice-Pres., in charge of Construction	
MR. S. J. HUNGERFORD,	
<i>Vice-President in charge of Oper. & Maintenance</i>	
MR. R. C. VAUGHAN,	
<i>Vice-Pres., in charge of Purchases, Supplies & Stores</i>	
MR. A. J. HILLS.....	<i>Assistant to President</i>
MR. GERARD RUEL.....	<i>General Counsel</i>
MR. F. P. BRADY.....	<i>Assistant to Executive</i>
MR. R. P. ORMSBY.....	<i>Secretary</i>
MR. A. E. WARREN....	<i>General Manager, Western Lines</i>
MR. W. A. KINGSLAND..	<i>General Manager, Eastern Lines</i>
MR. GEO. STEPHEN.....	<i>Freight Traffic Manager</i>
MR. H. H. MELANSON.....	<i>Passenger Traffic Manager</i>
MR. C. E. FRIEND.....	<i>Comptroller</i>
MR. A. C. EGAN.....	<i>General Auditor</i>
MR. H. G. FOREMAN.....	<i>Treasurer</i>
MR. C. D. COWIE.....	<i>Assistant to Vice-President</i>
MR. C. S. GZOWSKI.	<i>Assistant to Vice-President, Construc'n</i>
MR. D. CROMBIE.....	<i>Transportation Assistant</i>
MR. C. B. BROWN.....	<i>Engineering Assistant</i>
MR. G. E. SMART.....	<i>Mechanical Assistant, Car Dept.</i>
MR. C. E. BROOKS.	<i>Mechanical Assistant, Locomotive Dept.</i>
MR. H. H. BREWER.....	<i>Asst. Gen'l Mgr., Winnipeg</i>
MR. J. R. CAMERON.....	<i>Asst. Gen'l Mgr., Vancouver</i>
MR. L. S. BROWN.....	<i>Asst. Gen'l Mgr., Montreal</i>
MR. W. PRATT, JR., Mgr., S.D. & P. Cars and Hotel Dept.	
MR. D. R. GUNN.....	<i>Registrar</i>
MR. E. A. FIELD.....	<i>Land Commissioner</i>
MR. A. WILCOX.....	<i>Gen'l Supt., Central District</i>
MR. B. T. CHAPPELL.....	<i>Gen'l Supt., Prairie District</i>
MR. W. A. BROWN.....	<i>Gen'l Supt., Western District</i>
MR. W. R. DEVENISH.....	<i>Gen'l Supt., Ontario District</i>
MR. J. E. MORAZAIN.....	<i>Gen'l Supt., Quebec District</i>
MR. J. C. O'DONNELL....	<i>Gen'l Supt., Maritime District</i>
MR. E. W. OLIVER.....	<i>Gen'l Supt., Niagara District</i>

LONDON (ENGLAND) OFFICES

MR. R. M. HORNE-PAYNE,	MR. WM. PHILLIPS,
<i>Financial Representative</i>	<i>European Manager</i>
MR. H. W. HARDING.....	<i>Local Secretary</i>

CANADIAN NORTHERN RAILWAY SYSTEM

SIXTH ANNUAL REPORT

To the Shareholders of the Canadian Northern Railway Company:—

The Directors submit herewith the Sixth Annual Report covering the working of the Canadian Northern Railway System for the year ended December 31st, 1920.

The results of operation for the year were as follows:

Gross Earnings—

From Passenger Traffic..	\$12,694,846.83
From Freight Traffic....	49,049,946.83
From Express, Mail and Telegraphs.....	2,193,065.67
Miscellaneous Earnings..	2,757,539.47

\$66,695,398.80

Interest and Profits from Elevator and other sub- sidiary Companies, In- vestments, etc.....	1,845,994.62
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\$68,541,393.42

Working Expenses.....\$82,953,978.60

Hire of Equipment, Taxes,
Rentals and Miscel-
laneous Charges.....

1,311,289.65

\$84,265,268.25

Deficit.....\$15,723,874.83

Interest Charges.....24,319,956.05

Total Deficit.....\$40,043,830.88

Mileage: The total mileage operated at the end of the year was 9,868.9, being an increase of 183.2 over the previous year. The average mileage operated throughout the year was 9,788.0 miles.

Operating Revenues: The total increase in Operating Revenues was \$13,133,221.23, made up as follows:
Freight Traffic increased by \$9,874,394.74 or by 25.20%
Passenger “ “ “ 1,919,138.37 or by 17.81%
Other “ “ “ 1,339,688.12 or by 37.10%

The above increases are due partly to additional traffic and partly to the freight and passenger rate increases which were made effective September 13th, 1920.

Traffic Movement: Freight Tonnage increased by 2,065,097 tons, which is an increase of 16.6%. The comparative statement of freight carried (see page 23) shows substantial increases in grains, coal and forest products, also in building material and manufactured goods.

It is worthy of note that the grain handled during the calendar year 1920 exceeded by 2,581,392 bushels the movement for the twelve months ended June 30th, 1916, which included the record crop of 1915. The yield per acre was not so high as in that year, and the crop figures therefore show that the grain was produced from greater acreage. The yield was heavier and the acreage greater in the grain sections further West to an extent that the average haul on grain shipments over your lines from the Prairies to the Lake terminals increased by 212 miles, viz., from 660 to 872 miles, an increase of 32%. This increased haulage, together with the greater tonnage to be moved, taxed the joint facilities of the co-ordinated Railways to the limit during the rush period. The lines of the Grand Trunk Pacific Railway, which were taken over for operation on September 1st, were worked in complete co-operation for the grain movement. With practically the same rolling stock available in the autumn months as the two lines had separately last year, yet due to the co-ordination of all facilities, a substantial increase was obtained in ton mile movement.

The intensity of the transportation service required from your Western System during the autumn was heightened by the large Eastbound movement of coal, which took place during the grain handling months. Coal traffic in actual tonnage handled, increased by 21%, but, due to the wider distribution of coal from the Alberta fields replacing Pennsylvania coal, the ton mile movement was considerably higher than the straight tonnage increase would indicate, and the movement was in the same direction as the grain instead of in the opposite direction. Receipts of Western coal at Winnipeg showed an increase of over 50%. The increase in shipments from the Alberta coal fields was over 21,000 carloads.

As further evidence of the wider distribution of coal from the Alberta fields, it may be stated that over 5,000 tons moved to Vancouver (and over 25,000 tons to Prince Rupert, via G.T.P.), both new movements, as these points had previously obtained Pacific Coast coal.

Such a large tonnage has developed in pulpwood and paper, wood pulp, etc., that these items are now being separately classified. Merchandise and Miscellaneous traffic, which in 1919 included paper and wood pulp, show a substantial increase. The pulpwood and paper industries are largely located on your lines and those of

associated Railways, and the increasing demand for these commodities assures a large traffic, although at present the business is affected by the general depression.

The improvement in traffic which is shown in the great natural products of a new country such as grain, coal and forest products, is a good indication that the development is under way that was counted on when your lines were projected. While there is a decrease in live stock tonnage, there was a satisfactory increase in the long haul movement from Western to Eastern Canada, and the relative position of your System as a factor in this business was materially advanced during the year.

The year under review was one which ended disappointingly. As briefly referred to in last year's Report, the first months of the year showed good increases in revenue and these continued until the end of the summer. While the crop in Western Canada maintained a heavy grain traffic movement on your Prairie lines to the Head of the Great Lakes, yet general business suffered a very severe setback in the latter months of the year. As over 60% of your mileage participates in the grain movement which, as stated, was good, the results of the business depression are not fully reflected in the Company's statements.

The movement of grain to the Pacific Coast for export, which has begun, is an indication of traffic development that will be of great moment to your lines on account of the exceptionally low grades which your System's Main Line has across the Continental Divide.

The improvement in passenger traffic is not indicated by the comparative figures, as 1919 returns include revenue from troop movements. Deducting this revenue the increase over 1919 from what might be termed normal traffic would be \$2,600,000.00.

Operating Expenses: Of the increase of \$22,919,-956 in Operating Expenses, \$10,380,860.84 represents payroll increases, and of this latter amount \$6,033,000.00 was due to the increases under Decision No. 2 of the U.S.R.R. Labor Board, which Canadian Railways had to adopt in September 1920, and which carried four months' back pay from May 1st, against which the increased rates as mentioned below were not in effect till the middle of September.

The average wages of Canadian Northern employees since System returns have been available, are as follows:

1915.....	\$ 713.00
1916.....	\$ 734.00
1917.....	\$ 920.00
1918.....	\$1,197.00
1919.....	\$1,330.00
1920.....	\$1,633.00

The average indicated by the present rates for 1921 is \$1,850.00.

The Maintenance of Way and Maintenance of Equipment expenses were augmented by having to undertake during the year a large proportion of the maintenance work (referred to in previous Reports) which, due to war and other conditions, had of necessity been deferred, and on which a start was made in 1919. \$6,348,243 was expended on work of this character during the year 1920.

Locomotive fuel cost increased by \$4,548,000 over 1919, of which \$2,560,000 was due to the increased cost of \$1.86 per ton.

The cost of various materials and supplies increased from 20% to 40% over 1919 prices.

The cost of operation measured on a train mile basis has advanced as follows:

1915.....	\$1.34
1916.....	\$1.41
1917.....	\$1.98
1918.....	\$2.65
1919.....	\$3.36
1920.....	\$3.99

Such advances in expenses as are indicated above have not been anything like offset by additional revenue from freight and passenger tariff increases. The operating ratio of all Railways operating under similar conditions has ~~therefore~~ increased until the situation is giving cause for serious concern all over the Continent,

Canadian Railways, as the Chief Commissioner of the Board of Railway Commissioners has said, are interlocked with and interdependent on U.S. Railways to an extent that affects "every branch of the service, both mechanical and physical," as well as the employees. The passenger and freight rates in the two countries, measured by the amount received per passenger and per ton mile, have been at much the same level for years, and the wages are practically standard. Canadian Railways have to pay more for their coal, for iron and steel products and for other important items of supply and for rolling stock and motive power, from 30 to 35 per cent. higher, so that the general cost of operation, particularly when weather is considered, is greater in Canada. It is certain that excepting Canada, no other country's railway rates are lower than those in U.S. Under almost identical rates that obtained in Canada during 1920, a number of U.S. railways with density of traffic unknown here, failed to pay Operating Expenses, while many Roads narrowly averted that situation and had no earnings with which to pay the bulk of their interest charges.

Freight Rate Increases: Effective September 13th, 1920, freight tariffs were authorized to be increased

by 40% in the East and 35% in the West, but these increases were in effect only to December 31st, when the freight increases became 35% in Eastern, and 30% in Western territory. From these rate increases there were various exceptions. On stone, sand and gravel there were no increases, and small increases only were allowed on coal and other fuel rates.

Passenger Fares were increased by 20%, but a maximum of 4c. per mile was provided, and the increase was reduced to 10% effective January 1st, 1921. A further reduction, cutting off the remaining 10%, becomes effective on July 1st, 1921, which will then restore the rates in effect prior to September 13th, 1920.

Land Department: Land Sales for the year were 84,002 acres for \$1,738,801.46, an average of \$20.70 per acre, compared with an average of \$19.42 for the preceding period.

During the same period, sales previously entered into aggregating 31,188.76 acres, were by mutual agreement cancelled, so that the acreage of land available for sale has been decreased by 52,813 acres, leaving a total of 719,495 acres unsold.

Securities Issued: Additional car trust obligations were created during last year to the extent of \$15,000,000.00 for the purchase of equipment of different kinds, and \$5,919,000.00 was repaid in respect of previous obligations, thus making the net increase \$9,081,000.00, and leaving the total amount of car trust obligations outstanding at December 31st, 1920, \$42,017,000.00.

New equipment costing \$22,058,272.00 was ordered in 1920, including 75 locomotives, 4,756 freight cars of various kinds, and 70 cars for passenger, baggage and express business.

In December, an issue of \$25,000,000 Seven per cent. 20 year bonds, guaranteed by the Dominion Government, was authorized to provide for maturing loans.

Construction and Betterments: Adhering to the announced policy of your Directors, construction work was largely confined to those extensions of your Western lines that had been commenced prior to the War.

Work was done on the following lines:

Acadia Valley Extension, Hanna-Medicine Hat Line, Oliver North-Easterly, Onoway, Red Deer Spur, Munson Double Tracking, Alsask South-Easterly, Eston South-Easterly, Humboldt-Melfort Line, Luck Lake, Melfort North-Easterly, Pebbles-Lampman Line, Swift

Current Branch, Thunderhill Extension, Jackfish Lake, Prince Albert North-Easterly, Turtleford Easterly, Okanagan Branch and the Vancouver Island Line.

In all, 141.5 miles were graded and track was laid on 147.6 miles, while 182.5 miles were surfaced.

Good progress was made on the improvement and betterment programme during 1920.

On 233 miles, new rails of heavier section were laid, 536 miles were re-ballasted, 665,600 tie plates were applied and 20,800 rail anchors, 144 miles of fencing was completed. Among the buildings erected were 30 new stations, 7 freight sheds and 25 such buildings were enlarged, 106 section and bunk houses, 133 miscellaneous buildings, 8 new coaling plants were erected, 17 water stations were improved, 143 sidings were constructed or extended, 47 bridges and 42 culverts were built, 67 bridges and trestles were filled.

Equipment betterment work included the improvement of a number of locomotives by the application of super heaters and other improved devices that tend towards efficiency of operation. Freight and passenger cars were not only maintained, but many units were improved by the application of stronger draft gear, new roofs, steel under frames, etc.

While much work is required to carry out the improvements necessary to fully equip your lines, yet in view of existing financial conditions and the prospect of prices for both labor and material being reduced in the near future, it has been considered wise to make a considerable reduction in the amount of improvement and betterment work to be done this year as compared with what, under normal conditions, would be recommended.

Canadian Government Merchant Marine, Limited: By the end of the year under review, 47 vessels of the Canadian Government Merchant Marine were in operation, giving ocean cargo services in conjunction with your Railways to the world's principal markets. These services have been valuable from a traffic standpoint and have also encouraged Canadian trade. During 1920, both import and export traffic via the Pacific was materially increased through the operations of the Canadian Government Merchant Marine Limited to and from B.C. ports. Reports from the West show that export traffic to the Atlantic Seaboard has also been increased. When the 63 ships, which the building programme provides for are all in service, the co-operation from an ocean cargo fleet of such magnitude will be an asset of great value.

General Remarks and Prospects: Your Directors during the year were asked by the Minister of Railways, as Receiver for the Grand Trunk Pacific Railway, to assume the management of the Grand Trunk Pacific lines, and these lines were taken over for operation on September 1st, 1920, but the results of operation of these lines are being separately recorded and are not included in this Report. These lines, with those of the Canadian Northern Railway System, together with the lines formerly known as the Canadian Government Railways, make up a total of 17,337 miles under your Directors' management.

In view of the fact that the Canadian Government Railways and Grand Trunk Pacific Lines are operated in complete co-operation with the lines of the Canadian Northern System, it may not be out of place to refer to one or two features of the railway situation in Canada as affecting the existing National Railways System as a whole.

As previously stated, the general question of reducing operating costs so that a proper relationship may be re-established between expenses and earnings, is a problem not only for Canadian National Railways, but, generally speaking, for all railways on this continent.

The Canadian National Railways' difficulty is that having a very extensive transportation system, it has not sufficient density of traffic to enable the business to be handled in large units while having to fully maintain the roadway structures and equipment. It therefore is unable to benefit fully from its excellently located lines, its low grades and other physical advantages that give the property a capacity much beyond the traffic offering. When traffic develops as everything in the pre-war period indicated, the National Lines will come into greater use, and economies of operation not now practicable will be made possible. It must be remembered that a large proportion of the mileage included in the National System is of a colonization nature, and can only produce traffic after settlement takes place. Since the war commenced, immigration has been practically cut off compared with the pre-war influx, but there are encouraging reports which indicate that the movement is about to resume. The future of the National System depends in a large measure on the new-comers, and on the numbers in which they take up the lands that have been opened up in advance for them by the construction of colonization railways. Also, there must be a greater use of the National Lines by the present population.

The location of the National Lines, the country served and other features that enter into the problem led

your Directors to confidently predict that the necessary traffic will materialize to enable the National Lines to meet the operating performances of other Railways.

Reverting to the Canadian Northern Railway System's returns, it may be noted from the following table that very substantial progress has been made in traffic development since the lines were consolidated even though this took place during the war period.

CANADIAN NORTHERN RAILWAY SYSTEM

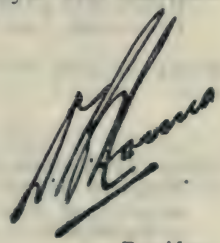
Table showing development of traffic

Fiscal Year	Average Miles Operated	Revenue Tons Carried	Revenue Ton miles per mile of Road	Average Dist. Freight Haul	Pas-sengers Carried	Pass. miles per mile of Road	Average Pas-senger Journey
1915	7,269	10,536,769	296,998	212,203	3,961,787	28,486	51.512
1916	8,048	12,930,460	481,135	297,191	3,859,844	25,413	58.794
Calendar							
1917	9,433	13,834,676	463,707	312.86	4,503,958	31,425	65.130
1918	9,452	13,189,641	425,442	302.59	4,144,965	30,477	70.01
1919	9,636	12,439,314	425,472	325.26	4,925,547	36,256	70.00
1920	9,788	14,504,411	485,169	323.18	5,468,352	40,139	70.92

Average miles operated includes Electric Line, but statistics are based on Steam Line mileage only.

It is worthy of note that since June 30th, 1915, the end of the first year for which a System Report was prepared, which was prior to the opening of your Transcontinental Main Line, over 2,500 miles of line have been absorbed into the System (including the Pacific Coast Extension, and the connection between the Eastern and Western sections of your System forming part of the Transcontinental line referred to), an increase of $33\frac{1}{3}$ per cent., and yet the density of freight traffic measured by the revenue tons carried one mile *per mile of road* has increased from 296.998 tons to 485.169 tons, an increase of 63.36% and the density of passenger traffic measured by the number of passengers carried one mile *per mile of line* has increased from 28,486 to 40,139, an increase of 40.91%. This volume of traffic if handled at pre-war train mile costs and at pre-war freight and passenger rates would have given your System substantial net earnings from these sources alone, and with Express, Mail and Miscellaneous earnings, the amount would have provided for a large proportion of the System's Fixed Charges.

Your Board takes the opportunity of expressing its thanks to officers and employees for loyal and efficient services rendered during the year.



TORONTO

APRIL 25TH, 1921.

President.

CONSOLIDATED

At 31st

ASSETS

INVESTMENTS—Property Investment.		
Investment in Road and Equipment including portion of Discount on Funded Debt.....	\$579,508,488.87	
Acquired Securities (Exhibit A).....	45,864,181.81	
Terminal and Other Properties.....	7,019,940.93	
		\$632,392,611.61
Cash and Victory Bonds (at cost) in Trust Accounts held in respect of Construction work, Sinking Funds and other Special Accounts:		
Dominion Government.....	1,395,137.01	
Province of Manitoba.....	53,336.61	
Province of Saskatchewan.....	1,202,825.24	
Province of Alberta.....	1,305,775.29	
Province of Ontario.....	99,818.12	
Province of British Columbia....	740,471.18	
National Trust Company.....	2,261,268.80	
British Empire Trust Company..	38,087.11	
Pennsylvania Company re Equipment Series A, (1918) and B, (1919)	240,328.29	
Girard Trust Company re Equipment Series E, (1920).....	4,412,580.00	
Sinking Funds.....	866,064.42	
		12,615,692.07
Lands unsold.....		18,110,573.82
Other Investments (at Cost).....		4,486,240.84
		667,605,118.34
CURRENT ASSETS.		
Cash in Bank.....	14,767,583.77	
Balance due from Agents, Station Balances, etc. (net).....	2,319,811.40	
Miscellaneous Accounts Receivable.	16,684,995.17	
Deferred Payments on account of Land Sales and Accrued Interest	8,109,075.87	
Materials and Supplies on hand (as per books).....	19,109,828.12	
		60,991,294.33
DEFERRED CHARGES—		
Portion of Discount on Funded Debt.....	1,027,017.92	
Insurance Premiums unexpired.....	967,411.93	
Unadjusted Debits (net balance)...	1,483,196.15	
		3,477,626.00
ADVANCES BY THE CANADIAN NORTHERN RAILWAY COMPANY TO AFFILIATED COMPANIES, (PER CONTRA).....		11,854,265.00
PROFIT AND LOSS ACCOUNT—BALANCE		50,140,977.66
		\$ 794,069,281.33

NOTE: The Ontario Government questions the title of the Canadian Northern Ontario Railway to the lands granted in respect of construction of lines in Ontario which are valued by the Company at \$6,000,000.

BALANCE SHEET

December 1920

LIABILITIES

STOCK—

CAPITAL STOCK—

COMMON.....		\$ 100,000,600.00
AFFILIATED COMPANIES.....	\$ 77,208,100.00	
Less: Held in Treasury.....	71,370,900.00	
		<u>5,837,200.00</u>
		105,837,800.00

LONG TERM FUNDED DEBT—

Canadian Northern Railway (Ex. B)	150,813,548.91
Affiliated Companies (Exhibit C)...	125,659,291.79
	<u>276,472,840.70</u>

FIVE PER CENT. INCOME CHARGE

CONVERTIBLE DEBENTURE STOCK	24,999,400.00
EQUIPMENT TRUST OBLIGATIONS.....	42,017,000.00
	<u>343,489,240.70</u>

DEMAND AND SHORT TERM LOANS

SECURED BY COLLATERAL OR MORTGAGE	48,834,784.74
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DOMINION OF CANADA.....	233,800,738.23
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CURRENT LIABILITIES—

Audited Vouchers and other	
Floating Liabilities.....	29,981,492.64
Pay Rolls.....	3,702,304.12
Interest and Equipment Obligations	
matured.....	3,557,023.10
Accrued Interest on Bonds, Loans and	
Equipment Securities.....	5,002,076.81
Taxes Accrued.....	926,487.24
	<u>43,149,383.91</u>

RESERVES—

Steamship Replacement Fund.....	3,310,019.45
Equipment Replacement Fund.....	111,619.67
Insurance Account.....	554,140.28
Portion of Profit on Exchange	
Reserved.....	3,127,289.35
	<u>7,103,068.75</u>

ADVANCES TO AFFILIATED COMPANIES BY

CANADIAN NORTHERN RAILWAY	
COMPANY, (PER CONTRA).....	11,854,265.00

C. E. FRIEND,
Comptroller.

\$ 794,069,281.33

AUDITOR'S CERTIFICATE

We have examined the books and records of the Canadian Northern Railway System for the twelve months ended 31st December, 1920, and we certify that in our opinion the above Balance Sheet is properly drawn up so as to exhibit a true and correct view of the affairs of the System at 31st December, 1920, and is in accordance with the books and the explanations and information given us.

GEORGE A. TOUCHE & CO.

Toronto, Ont., 7th April, 1921.

Chartered Accountants,
Auditors.

INCOME STATEMENT

For Fiscal Year ended 31st December, 1920.

Revenue.....	\$ 66,695,398.80	
Sudsiary Miscellaneous Earnings.....	1,845,994.62	
		\$ 68,541,393.42
Working Expenses.....	82,953,978.60	
Taxes, Rentals, Joint Facilities, Etc.....	1,311,289.65	
		84,265,268.25
Loss on Operation.....		15,723,874.83
Fixed Charges—		
Canadian Northern Railway.....	9,455,084.25	
Affiliated Companies.....	4,890,259.41	
Interest on Demand and Short Term		
Notes and Loans		
Government.....	10,326,260.69	
Other (Net balance).....	797,376.60	
		\$25,468,980.95
Less—		
Profit on Exchange.....	1,149,024.90	
		24,319,956.05
Deficit carried to Profit and Loss Statement....	\$ 40,043,830.88	

PROFIT AND LOSS STATEMENT

At 31st December, 1920

Deficit on Income Account for the		
year.....	\$ 40,043,830.88	
Discount, etc. on Funded Debt.....	344,749.78	
Delayed Income Drs. and Crs.—Debit		
Balance.....	216,869.48	
		40,605,450.14
Deficit brought forward at December		
31st, 1919.....		9,535,527.52
Total Deficit at 31st December, 1920,		
carried to Balance Sheet.....	\$50,140,977.66	

ACQUIRED SECURITIES

THE MINNESOTA & ONTARIO BRIDGE	
COMPANY.	
4½% 1st Mortgage Debenture Bonds.....	\$ 180,000.00
Capital Stock.....	100,000.00
THE MINNESOTA & MANITOBA RAILROAD	
COMPANY	
5% General Mortgage Bonds.....	250,000.00
Capital Stock.....	400,000.00
THE LAKE SUPERIOR TERMINALS	
COMPANY, LIMITED.	
5% 1st Mortgage Gold Bonds.....	2,000,000.00
Capital Stock.....	500,000.00
THE CANADIAN NATIONAL TELEGRAPH	
COMPANY.	
5% General Mortgage Bonds.....	800,000.00
Capital Stock.....	500,000.00
THE WINNIPEG LAND COMPANY, LIMITED.	
5% First Mortgage Gold Bonds....	300,000.00
Capital Stock.....	100,000.00
ST. BONIFACE WESTERN LAND COMPANY.	
5% First Mortgage Bonds.....	750,000.00
Capital Stock.....	250,000.00
THE EDMONTON & SLAVE LAKE RAILWAY	
COMPANY.	
5% First Mortgage Bonds.....	420,000.00
THE CANADIAN NORTHERN RAILWAY	
EXPRESS COMPANY, LIMITED.	
4% First Mortgage Gold Bonds....	3,000,000.00
Capital Stock.....	1,000,000.00
CANADIAN NORTHERN STEAMSHIPS,	
LIMITED.	
Capital Stock.....	2,000,000.00
CANADIAN NORTHERN SYSTEM	
TERMINALS, LIMITED.	
5% First Mortgage Debenture Stock	7,000,000.00
Capital Stock.....	2,000,000.00
THE BAY OF QUINTE RAILWAY COMPANY.	
Preferred Stock.....	465,000.00
Common Stock.....	930,000.00
CENTRAL ONTARIO RAILWAY.	
Preferred Stock.....	291,000.00
Common Stock.....	3,038,000.00
THE IRONDALE, BANCROFT & OTTAWA	
RAILWAY COMPANY.	
5% First Mortgage Bonds.....	450,000.00
Capital Stock.....	53,000.00
THE MARMORA RAILWAY & MINING	
COMPANY.	
Bonds of Ontario, Belmont &	
Northern Railway.....	100,000.00
Capital Stock.....	128,600.00

ACQUIRED SECURITIES—Continued

THE QU'APPELLE, LONG LAKE & SASKATCHEWAN RAILROAD & STEAM-BOAT COMPANY.	
Capital Stock.....	\$201,000.00
THE NIAGARA, ST. CATHARINES & TORONTO RAILWAY COMPANY	
Capital Stock.....	924,900.00
THE NIAGARA, ST. CATHARINES & TORONTO NAVIGATION CO. LTD.	
5% Gold Bonds.....	200,000.00
Capital Stock.....	100,000.00
THE QUEBEC & LAKE ST. JOHN RAILWAY COMPANY.	
Capital Stock.....	4,034,800.00
CANADIAN NORTHERN PACIFIC RAILWAY COMPANY.	
Capital Stock.....	25,000,000.00
CANADIAN NORTHERN ALBERTA RAILWAY COMPANY.	
Capital Stock.....	3,000,000.00
CANADIAN NORTHERN WESTERN RAILWAY COMPANY.	
Capital Stock.....	2,000,000.00
THE CANADIAN NORTHERN SASKATCHEWAN RAILWAY COMPANY.	
Capital Stock.....	1,000,000.00
CANADIAN NORTHERN MANITOBA RAILWAY COMPANY.	
Capital Stock.....	250,000.00
THE CANADIAN NORTHERN ONTARIO RAILWAY COMPANY.	
Capital Stock.....	10,000,000.00
DULUTH, WINNIPEG & PACIFIC RAILWAY COMPANY.	
Capital Stock.....	3,060,000.00
THE DULUTH, RAINY LAKE & WINNIPEG RAILWAY COMPANY.	
Capital Stock.....	2,000,000.00
THE DULUTH, WINNIPEG & PACIFIC RAILROAD COMPANY.	
Capital Stock.....	100,000.00
MOUNT ROYAL TUNNEL & TERMINAL COMPANY, LIMITED.	
Capital Stock.....	5,000,000.00
THE NORTHERN CONSOLIDATED HOLDING COMPANY, LIMITED.	
Capital Stock.....	4,446,700.00
This Company whose issued Capital is \$6,181,500 owns \$5,144,600 Capital Stock in the Canadian Northern Quebec Railway Company.	

ACQUIRED SECURITIES—Continued

THE CANADIAN NORTHERN QUEBEC RAILWAY COMPANY.	
Capital Stock.....	2,000,000.00
THE HALIFAX & SOUTH WESTERN RAILWAY COMPANY.	
Capital Stock.....	1,000,000.00
THE BESSEMER & BARRY'S BAY RAILWAY COMPANY.	
Capital Stock.....	125,000.00
THE TORONTO EASTERN RAILWAY COY. 5% First Mortgage Debenture Bonds	900,000.00
Capital Stock.....	250,000.00
THE TORONTO SUBURBAN RAILWAY COMPANY.	
Capital Stock.....	1,500,000.00
THE CANADIAN NATIONAL REALTIES LIMITED.	
Capital Stock.....	40,000.00
THE TORONTO DWELLINGS LIMITED.	
Capital Stock.....	100,000.00
THE FEDERAL PROPERTIES LIMITED.	
Capital Stock.....	1,000.00
THE TORONTO, NIAGARA & WESTERN RAILWAY COMPANY.	
Capital Stock.....	125,000.00
THE ST. CHARLES & HURON RIVER RAILWAY COMPANY.	
Capital Stock.....	10,000.00
THE CANADIAN NATIONAL TRANSFER COMPANY LIMITED.	
Capital Stock.....	500,000.00
THE IMPERIAL ROLLING STOCK COMPANY LIMITED.	
Capital Stock.....	211,000.00
THE CANADIAN NORTHERN ROLLING STOCK COMPANY LIMITED.	
Capital Stock.....	50,000.00
THE CANADIAN NATIONAL ROLLING STOCK COMPANY, LIMITED.	
Capital Stock.....	50,000.00
THE JAMES BAY & EASTERN RAILWAY COMPANY, LIMITED.	
Capital Stock.....	1,250,000.00
Total Acquired Securities.....	\$96,435,000.00
Cost to the Railway Company.....	\$45,864,181.81

FUNDED DEBT OF THE CANADIAN NORTHERN RAILWAY COMPANY

Guaranteed as to Principal and Interest by the Dominion of Canada

		STERLING	CURRENCY
3%	1st Mortgage Debenture Stock..	£1,923,287	\$9,359,996.72
3½%	1st Mortgage Debenture Stock..	1,622,586	7,896,588.26
4%	Dominion Guaranteed Debenture Stock.....		17,060,333.33
7%	20-Year Sinking Fund Debenture Bonds.....		25,000,000.00

Guaranteed by Government of Manitoba

4%	1st Mortgage Consolidated Debenture Bonds.....	2,215,900	10,784,046.65
	UNDERLYING BONDS—		
	4% Sifton Branch Bonds.....	233,700	1,137,340.00
	4% Gilbert Plains Branch Bonds.....	500	2,433.33
	4% Manitoba & S.E. Bonds.....	105,300	512,460.00
4%	Ontario Division 1st Mortgage Debenture Bonds.....	1,180,600	5,745,586.66
4%	Winnipeg Terminal Bonds.....	616,438	3,000,000.00
4%	1st Mortgage Debenture Stock..	587,671	2,859,998.87

Guaranteed by Government of Saskatchewan

4%	1st Mortgage Debenture Stock..	1,650,000	8,029,999.99
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Guaranteed by Government of Alberta

4%	1st Mortgage Debenture Stock..	1,147,945	5,586,665.64
4%	Perpetual Consolidated Debenture Stock.....	9,234,867	44,943,019.40
4%	Land Grant Bonds (1909).....	217,300	1,057,526.72
5%	Land Mortgage Debentures.....	1,477,100	7,188,553.34
4½%	Prince Albert Branch 1st Mortgage Bonds.....		300,000.00
Long Term Loan at 4% against deposit of \$352,000 Bonds of Minnesota & Manitoba R.R. Company payable 1930.....			
			349,000.00

\$ 150,813,548.91

FUNDED DEBT OF AFFILIATED COMPANIES

	STERLING	CURRENCY
The Canadian Northern Alberta Railway Company		
<u>Guaranteed by Dominion Government</u>		
3½% 1st Mortgage Debenture Stock ..	£ 647,260.00	\$ 3,149,998.66
Canadian Northern Western Railway Company		
<u>Guaranteed by Government of Alberta</u>		
4½% 1st Mortgage Debenture Bonds (1943)	575,342.00	2,799,997.73
4½% 1st Mortgage Debenture Stock (1942)	1,320,000.00	6,424,000.00
Canadian Northern Pacific Railway Company		
<u>Guaranteed by Government of British Columbia</u>		
4% 1st Mortgage Debenture Stock....	3,372,329.00	16,412,001.13
4½% Terminal Debenture Stock.....	1,770,000.00	8,614,000.00
The Canadian Northern Ontario Railway Company		
<u>Guaranteed by Dominion Government</u>		
3½% 1st Mortgage Debenture Stock..	7,033,561.00	34,229,996.87
<u>Guaranteed by Government of Ontario</u>		
3½% 1st Mortgage Debenture Stock..	1,615,068.00	7,859,997.59
4% Perpetual Consolidated Debenture Stock	1,866,499.00	9,083,628.46
Central Ontario Railway		
5% 1st Mortgage Bonds	171,300.00	833,660.04
The Bay of Quinte Railway Company		
5% 1st Mortgage Bonds		780,000.00
The Canadian Northern Quebec Railway Company		
4% Perpetual Guaranteed Debenture Stock	1,078,843.00	5,250,369.26
Great Northern Ry. of Canada, 4% 1st Mortgage Bonds		3,505,750.00
The Quebec and Lake St. John Railway Company		
4% 1st Mortgage Perpetual Guaranteed Debenture Stock	895,688.00	4,359,014.93

FUNDED DEBT OF AFFILIATED COMPANIES*—Continued*

	STERLING	CURRENCY
Duluth, Winnipeg & Pacific Railway Company		
4% 1st Mortgage Debenture Stock....	£ 1,440,683.0.0	\$ 7,011,323.93
The Halifax & South Western Railway Company		
3½% 1st Mortgage Bonds.....		4,447,000.00
The Niagara, St. Catharines and Toronto Railway Company		
5% 1st Mortgage Bonds.....		1,098,000.00
The Qu'Appelle, Long Lake & Saskatchewan Railroad and Steamboat Company		
4% 1st Mortgage Guaranteed Debenture Stock.....	1,031,412.6.0	5,019,539.86
Mount Royal Tunnel & Terminal Company, Limited		
5% 1st Mortgage Rent Charge Bonds.	442,400.0.0	2,153,013.33
The Toronto Suburban Railway Company		
4½% 1st Mortgage Debenture Stock...	540,000.0.0	2,628,000.00
		<u>\$ 125,659,291.79</u>

OPERATING REVENUE, OPERATING EXPENSES AND NET EARNINGS

Year ended 31st December, 1920

Compared with Previous Fiscal Year

Operating Revenues

Per Cent.	1920	Class	1919	Per Cent.
19.03	\$ 12,694,846.83	Passenger	\$ 10,775,708.46	20.12
73.54	49,049,946.83	Freight	39,175,552.09	73.14
.67	446,974.15	Mails	374,926.26	.70
2.62	1,742,447.20	Express	1,209,645.65	2.26
4.14	2,761,183.79	Miscellaneous	2,026,345.11	3.78
100.00	\$ 66,695,398.80	Total - -	\$ 53,562,177.57	100.00

Operating Expenses

Per Cent.	1920	Class	1919	Per Cent.
26.07	\$21,630,033.77	{ Maintenance of Way and Structures	\$15,905,058.62	26.49
20.42	16,937,767.67	{ Maintenance of Equipment	11,569,896.52	19.27
1.66	1,373,168.70	Traffic Expenses	1,031,282.13	1.72
48.63	40,350,629.59	{ Transportation Expenses	29,002,877.63	48.31
1.78	1,473,721.64	{ Miscellaneous Operations	958,449.37	1.60
2.28	1,891,700.17	General Expenses	1,566,459.65	2.61
-.84	-703,042.94	{ Transportation for Investment		
100.00	\$82,953,978.60	Total - -	\$60,034,023.92	100.00

Summary of Revenues and Expenses

Per Cent.	1920	Class	1919	Per Cent.
	\$66,695,398.80	Operating Revenues	\$53,562,177.57	
124.37	82,953,978.60	Operating Expenses	60,034,023.92	112.08
-24.37	-16,258,579.80	Net	-6,471,846.35	-12.08
100.00				100.00

DESCRIPTION OF FREIGHT CARRIED YEARS ENDED 31st DECEMBER

	1920			1919		
	Quantity	Tons	%	Quantity	Tons	%
Flour and other Mill Products.....	7,172,120 Sacks	358,606	2.47	8,978,640 Sacks	448,932	3.61
Wheat	66,182,167 Bus.	1,985,465	13.68	53,765,600 Bus.	1,612,968	12.97
Oats	43,083,177 "	732,414	5.05	28,423,706 "	483,203	3.88
Barley and other Grains.....	25,294,857	282,344	1.95	9,184,268 "	227,873	1.83
Hay and Straw.....		224,088	1.55		188,551	1.52
Fruit (Fresh)		78,383	.54		128,997	1.04
Vegetables and other Agric. Products		85,424	.59			
Horses	42,839 Hd.	36,413	.25	46,974 Hd.	39,928	.32
Cattle.....	343,720 "	206,232	1.42	418,157 "	250,894	2.02
Sheep and Hogs.....	259,530	25,953	.18	369,860 "	36,986	.29
Other Animal Products.....		60,153	.41		72,955	.59
Coal and Coke.....		2,631,343	18.14		2,174,207	17.48
Bldg. Material, Stone, Etc.		770,273	5.31		355,911	2.85
Ores		177,725	1.23		181,794	1.46
Other Mine Products.....		97,328	.67		130,395	1.05
Logs, Lumber, Etc.....	1,749,569 M.F.	2,624,353	18.09	1,928,698 M.F.	3,007,106	24.18
Cordwood.....	254,365 Cds	356,111	2.46	329,138 Cds	460,793	3.70
Pulpwood.....		551,259	3.80		(Inc. with Logs.)	
Other Forest Products.....		41,406	.29		(Inc. with Misc.)	
Immigrants Effects and Household Goods.....		97,526	.67		91,367	.73
Petroleum Products.....		210,466	1.45		154,956	1.25
Paper, Wood Pulp, Etc.....		582,659	4.02		(Inc. with Misc.)	
Other Manufactures.....		1,074,829	7.41		815,845	6.56
Merchandise and Miscellaneous . . .		1,213,658	8.37		1,575,653	12.67
Total Tons		14,504,411	100.00		12,439,314	100.00

EARNINGS, EXPENSES AND NET EARNINGS

per mile operated for years ended 31st December.

Year	Average Miles Operated	Earnings	Expenses	Net Earnings
1918	9,452	\$ 5,005.29	\$4,661.76	+ \$ 343.53
1919	9,636	5,558.55	6,230.18	— 671.63
1920	9,788	6,813.99	8,475.06	— 1,661.07

Fixed Charges Per Mile of Road

	1920	1919	1918
Amount required per mile of Road to pay Fixed Charges (including Leased Lines)..	\$2,484.67	\$2,072.41	\$1,893.60

PASSENGER, FREIGHT AND MISCELLANEOUS STATISTICS

Compared with Previous Fiscal Year

	1920	1919	x Increase or - Decrease
PASSENGER TRAFFIC			
Passengers Carried (Earning Revenue).....	5,468,352	4,925,547	x 542,805
Passengers Carried one mile.....	387,818.185	344,773.029	x 43,045.156
Passengers Carried one mile per mile of road.....	40.139	36.256	x 3.883
Average distance carried.....	70.92	70.00	x .92
Total Passenger Revenue.....\$	11,392,338.06	9,629,460.01	x 1,762,878.05
Average amount received per passenger.....\$	2.08.33	1.95.500	x .12.83
Average amount received per passenger per mile.....Cts.	2.938	2.793	x .145
Total Passenger Train Earnings...\$	14,532,036.96	11,811,612.85	x 2,720,424.11
Passenger Train Earnings per train mile.....\$	1.63.314	1.53.575	x .09.739
FREIGHT TRAFFIC			
Revenue Tons carried.....	14,504,411	12,439,314	x 2,065,097
Revenue Tons carried one mile.....	4,687,603.090	4,046,023.363	x 641,579.727
Revenue Tons carried one mile per mile of road.....	485.169	425.472	x 59.697
Average distance haul of one ton..	323.18	325.26	- 2.08
Total Freight Revenue.....\$	48,074,193.87	38,276,419.06	x 9,797,774.81
Average amount received for each ton of freight.....\$	3.31.45	3.07.705	x .23.75
Average Revenue per ton per mile.....Cts.	1.026	.946	x .080
Total Freight Train Earnings...\$	48,999,170.41	39,010,667.80	x 9,988,502.61
Freight Train Earnings per Train Mile.....\$	3.63.871	3.34.877	x .28.994
TRAIN MILEAGE			
Mileage of Passenger Trains.....	6,992,016	5,847,229	x 1,144,787
Mileage of Freight Trains.....	11,559,893	9,788,196	x 1,771,697
Mileage of Mixed Trains.....	1,824,059	1,826,898	- 2,839
Mileage of Special Service Trains..	82,132	51,127	x 31,005
EXPENSES PER TRAFFIC			
TRAIN MILE			
Maintenance of Way and Structures.....\$	1.04.40	.89.45	x .14.95
Maintenance of Equipment....Cts.	81.57	65.05	x 16.52
Traffic Expenses.....Cts.	6.65	5.82	x .83
Transportation Expenses, Rail...\$	1.93.45	1.61.96	x .31.49
Transportation Expenses, Water.....Cts.	—	0.11	- .11
Miscellaneous Operations....Cts.	7.10	5.34	x 1.76
General Expenses.....Cts.	8.85	8.51	x .34
Transportation for Investment.....Cts.	3.43	—	- 3.43
Total.....\$	3.98.59	3.36.24	x .62.35

Operations of Electric Lines not included in above statement

ELECTRIC LINE STATISTICS			
Passengers Carried (Earning Revenue).....	12,804,186	11,281,694	x 1,522,492
Total Passenger Revenue.....\$	992,305.77	909,985.72	x 82,320.05
Revenue Tons Carried.....	403,398	383,130	x 20,268
Total Freight Revenue.....\$	295,344.65	280,489.07	x 14,855.58

SUMMARY OF EQUIPMENT

	At December 31st			
	1920	1919	1918	1917
Locomotives	906	850	788	735
Sleeping and Dining Cars.....	155	114	116	116
Passenger Coaches.....	763	741	596	624
Baggage, Mail and Express Cars.....	250	227	191	187
Business Cars	25	26	25	22
Instruction Cars.....	9	7	6	3
Freight, Refrigerator and Stock.....	40,660	37,457	31,828	29,489
Conductors' Vans.....	552	438	426	443
Boarding, Tool, Auxiliary Cars, Steam Shovels and Snow Equipment.....	1,950	1,768	1,670	1,517

MILES OF RAILWAY

The total mileage operated at the close of the fiscal year ended December 31st, 1920, including lines owned and leased, was 9,868.9 miles, made up as follows:

CENTRAL DISTRICT—WEST OF PORT ARTHUR

Rainy River Division.

Port Arthur to Paddington Junction.....	435.1	
Twin City Junction to North Lake.....	58.1	
Emerson to South Junction.....	71.6	
Duluth Junction to River.....	1.5	
		566.3

Manitoba Division.

Beach Junction to Victoria Beach and Grand Beach.....	72.6	
Grosse Isle to Hodgson.....	80.7	
St. James to Gypsumville.....	156.7	
Steep Rock Junction to Steep Rock.....	12.0	
Portage Junction to Emerson.....	63.4	
Morris to Somerset.....	62.2	
Carman Junction to Belmont.....	118.8	
Greenway to Deloraine.....	79.7	
Woodward Avenue to Dauphin.....	175.6	
Delta Junction to Delta.....	14.8	
Oakland to Amaranth.....	44.0	
Arizona Junction to Brandon.....	78.8	
Muir to McCreary Junction.....	70.4	
Brandon Junction to Carberry Junction.....	22.9	
Rosburn Junction to Ross Junction.....	190.6	
Hallboro to Beulah.....	75.0	
Ochre River to End of Track.....	15.0	
Wroxton to Willowbrook.....	41.0	
De Lourdes.....	2.6	
Dundee.....	4.0	
Winnipeg Transfer Tracks.....	1.2	
Paddington Junction to Woodward Avenue.....	4.2	
Totogan Junction to Totogan.....	1.8	
		1,388.0

PRAIRIE DISTRICT

Brandon Division.

Brandon to C. N. Junction.....	220.8	
Maryfield to Radville.....	139.8	
Luxton to Estevan.....	24.9	
M. & B. Junction to Hartney Junction.....	38.0	
Belmont to Virden.....	91.9	
Radville to Bengough.....	45.2	
		560.1

Dauphin Division

Dauphin to Humbolt.....	247.3	
North Junction to Prince Albert.....	360.5	
Sifton Junction to Winnipegosis.....	20.7	
Thunderhill Junction to Preeceville.....	72.1	
Hudson Bay Junction to The Pas.....	87.5	
Melfort to St. Brieux.....	21.5	
Canora to Sturgis Junction.....	21.7	
		831.3

Regina Division.

Regina to Saskatoon.....	160.0	
Junction with Riverhurst Sub. to Moose Jaw Junction.....	86.3	
Gravelbourg Junction to Gravelbourg.....	78.6	
		324.9

<i>Forward.....</i>	3,670.6
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MILES OF RAILWAY—Cont d

Forward..... 3,670.6

Saskatoon Division.

Saskatoon to East Prince Albert.....	89.3
Prince Albert to Denholm.....	116.5
Shellbrook to Big River.....	56.5
Humbolt to North Battleford.....	147.6
Saskatoon to Kindersley.....	126.1
Delisle to Lucky Lake.....	79.2
Elrose Junction to Alsask.....	148.1
Dalmeny to Carlton.....	35.8
Craven Junction to Craven.....	4.4

803.5

WESTERN DISTRICT

Edmonton Division.

Edmonton C.N. Terminals.....	11.1
North Battleford to Lobstick Junction.....	331.0
North Battleford to Turtleford.....	55.7
Battleford Junction to Battleford.....	8.0
Edmonton Junction to Stony Plains.....	19.4
St. Albert to Athabaska.....	85.8
Cardiff Junction to Cardiff.....	2.5
Peace River Junction to Sangudo.....	33.4
Vegreville Junction to Big Valley.....	125.3
Warden to Brazeau.....	173.6
Terminal Junction to Camrose Junction.....	45.8
S. E. Junction to Alliance.....	60.3
St. Paul Junction to St. Paul.....	120.5

1,072.4

Calgary Division.

Kindersley to Calgary.....	273.4
Big Valley to Munson.....	36.0
Medicine Hat to Cessford.....	46.4

355.8

PACIFIC DISTRICT

Pacific District.

Lobstick Junction to Chiplake.....	13.2
Chiplake to Obed.....	77.5
Obed to Snaring.....	59.1
Snaring to Geikie.....	20.6
Geikie to Red Pass Junction.....	34.8

205.2

Kamloops Division.

Red Pass Junction to Blue River.....	88.7
Blue River to Kamloops.....	142.2
Kamloops Junction to Boston Bar.....	125.6
Boston Bar to New Westminster.....	118.7
New Westminster to Vancouver.....	13.1
Victoria to Patricia Bay.....	15.5

503.8

ONTARIO DISTRICT—EAST OF PORT ARTHUR

Toronto Division.

Toronto to Rosedale.....	3.8
Rosedale to Parry Sound.....	145.2
Todmorden to Trenton.....	105.0
Trenton to Wallace.....	117.6
York River to Howland.....	51.0
Bessemer Junction to Bessemer.....	4.8
Ormsby Junction to Coe Hill.....	7.2
Belmar to Cordova.....	9.6
Udney to Orillia.....	10.2
Oshawa to Oshawa Town.....	2.4

456.8

Forward..... 7,068.1

MILES OF RAILWAY—Cont'd.

Forward..... 7,068.1

Ottawa Division.

Brockville to Westport.....	44.4
Harrowsmith to Kingston.....	18.6
Rideau Junction to Hurdman.....	6.0
Riverside to Ottawa Central Stn.....	1.7
Rideau Junction to Brent.....	157.8
Picton to Trenton.....	30.6
Rideau Junction to Trenton.....	139.7
Yarker to Bannockburn.....	54.5
	<hr/>
	453.3

Nipissing Division.

Brent to Capreol.....	144.8
Capreol to Foleyet.....	148.3
Parry Sound to Capreol.....	127.0
Algo to C.N. Junction.....	2.4
Garson Junction to Garson.....	3.7
Key Junction to Key Harbor.....	6.2
Sellwood Junction to Sellwood.....	4.7
Sudbury Junction to Sudbury.....	5.2
	<hr/>
	442.3

Superior Division.

Foleyet to Hornepayne.....	148.1
Hornepayne to Jellicoe.....	150.5
Jellicoe to Port Arthur.....	147.9
	<hr/>
	446.5

QUEBEC DISTRICT

Montreal Division.

Montreal to Lazard.....	7.3
Lazard to Hurdman.....	104.3
Montreal to Joliette.....	36.3
Joliette to Hedleyville Junction.....	137.8
Paradis to Rawdon.....	15.7
Aldred Junction to Shawinigan Falls.....	3.8
Riviere-a-Pierre Junction to Garneau Junction.....	39.7
Joliette to Cushing Junction.....	61.6
Rinfret Junction to Huberdeau.....	45.3
Arundel to China Clay Mine.....	9.2
St. Marc Quarries Spur.....	1.9
	<hr/>
	462.9

Saguenay Division.

Quebec to Lake Edward.....	111.9
Lake Edward to Chicoutimi.....	115.1
Linton Junction to LaTuque.....	39.6
Chambord Junction to St. Felicien.....	29.7
Loretteville to Stoneham.....	10.0
Valcartier to Clarke.....	5.4
Montmorency Junction to Mont Mills.....	7.2
	<hr/>
	318.9

MARITIME DISTRICT

Bridgewater Division.

Halifax to Southwestern Junction.....	4.4
Southwestern Junction to Yarmouth.....	246.4
Lunenburg to Mahone Junction.....	7.0
Bridgewater Junction to Port Wade.....	92.5
Caledonia Junction to Caledonia.....	22.1
Liverpool Town to Rapid Falls.....	5.1
Middleton Junction to Middleton.....	.6
	<hr/>
	378.1

Forward..... 9,570.1

MILES OF RAILWAY—*Cont'd.*

Forward 9,570.1

MINNESOTA DISTRICT

Minnesota Division.

Duluth to D.W. & P. Junction.....	3.6	
D. W. & P. Junction to North Jct. via Loop.....	75.4	
South Junction to Ranier (River).....	93.6	
		<hr/> 172.6
		<hr/> 9,742.7

ELECTRIC LINES IN PROVINCE OF ONTARIO

Port Dalhousie to Niagara Falls.....	17.5	
Thorold to Port Colborne.....	18.6	
Niagara Falls to Fallsview.....	4.6	
St. Catharines to Niagara-on-the-Lake.....	12.2	
Local Lines to St. Catharines, Thorold and Merritton.....	8.7	
		<hr/> 61.6
Toronto to Woodbridge.....	12.0	
Toronto to Lambton.....	2.1	
Lambton to Guelph.....	46.3	
Local Lines in Toronto.....	4.2	
		<hr/> 64.6

Total mileage operated..... 9,868.9

Located as follows:

Province of Nova Scotia.....	378.1
Province of Quebec.....	725.0
Province of Ontario.....	2,324.6
Province of Manitoba.....	1,995.7
Province of Saskatchewan.....	2,283.5
Province of Alberta.....	1,415.2
Province of British Columbia.....	530.5
State of Minnesota.....	216.3

Total mileage..... 9,868.9

Average miles operated for Fiscal Year..... 9,788

SUMMARY OF MILEAGE

Mileage owned by Canadian Northern		
Railway System		9,372.0
Joint Running Rights.		
Toronto to Rosedale.....	G.T.R.	3.8
Grand Trunk Crossing to Orillia....	C.P.R.	2.8
Harrowsmith to Kingston.....	C.P.R.	18.6
Riverside to Ottawa Union Station..	G.T.R.	1.7
Current River to Port Arthur.....	C.P.R.	2.1
C.N. Junction to Regina.....	C.P.R.	0.8
Chiplake to Obed.....	G.T.P.	77.5
Snaring to Geikie.....	G.T.P.	20.6
New Westminster to Vancouver....	Gt. Nor.	13.1
D.W. & P. Junction to Duluth.....	Nor. Pac.	
	C. St. P.	
	M. & O.	3.6
Halifax to Southwestern Junction...	C.G.R.	4.4
Middleton Junction to Middleton...	D.A.R.	.6
		<u>149.6</u>
Lines Leased—		
Northern Pacific in Manitoba.....		347.3
		<u>347.3</u>
Total Mileage Operated.....		<u>9,868.9</u>

